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FOR PUBLICATION
NAVY YARD MARE ISLAND, CALIF

RESTRICTED

| PLACE OF ISSUE | DATE | SERIAL NO | TO WHOM ISSUED | |
|---|---|---|---|---|
| M.I. | 8/12/42 | 2-0 | BU. OF SHIPS | VD |
| | | 0-33 | CH. NAV. OP. | 1-BP. |
| | | 0-34 | BU. ORD. | 1 " |
| | | 0-35, 0-36 | COMD'T N.Y. | 2 " |
| | | 0-37, 0-38 | " PHILA. | 2 " |
| | | 0-39, 0-40 | " NORFOLK | 2 " |
| | | 0-41, 0-42 | " BOSTON | 2 " |
| | | 0-43, 0-44 | " CHARLS. | 2 " |
| | | 0-45, 0-46 | " PORT'S | 2 " |
| | | 0-47, 0-48 | " PUGET S. | 2 " |
| | | 0-49, 0-50 | " PEARL H. | 2 " |
| | | 0-51 | I. C. BOARD | 1 " |
| | | 0-52, 0-56 | U.S.S. HOPKINS | 5 " |
| | | 0-57 | COMSERVFORPAC | 1 " |
| | | 0-58 | COMSERVRON 6 | 1 " |
| | | 0-59 | COMINRON 2 | 1 " |
| | | 0-60, 0-61 | M. I. | 2 " |
| M.I. | 27 DEC 43 | 3-0 | BU. OF SHIPS | VD |
| | | 0-62 | C.N.O. | 1-BP |
| | | 0-63 | BU. ORD. | 1- " |
| | | 0-64, 0-65 | COMDT. NYNYK | 2- " |
| | | 0-66, 0-67 | " NYPHILA | 2- " |
| | | 0-68, 0-69 | " NYNOR | 2- " |
| | | 0-70, 0-71 | " NYBOST | 2- " |
| | | 0-72, 0-73 | " NYCHARLS | 2- " |
| | | 0-74, 0-75 | " NYPORTS. | 2- " |
| | | 0-76, 0-77 | " NYPS | 2- " |
| | | 0-78, 0-79 | " NY PEARL | 2- " |
| | | 0-80 | NAVWAR COL | 1- " |
| | | 0-81 | I.C. BOARD | 1- " |
| | | 0-82, - 0-86 | C.O. DMS13 (HOPKINS) | 5- " |
| | | 0-87 | COMSERVPAC (FLEET MAINT) | 1- " |
| | | 0-88 | COMSERV RON 6 | 1- " |
| | | 0-89 | COM IN RON 2 | 1- " |
| | | 0-90, 0-91 | NYMI | 2- " |

1-BP A1M3P 8/23/44

RECORD OF PLANS ISSUED

| ISSUED TO | B.P. | VD. | TRA. | DATE |
|---|---|---|---|---|
| C.O. SHIP (L.) | 12 | 4,6,26 | | |
| BU. C.&R. (L.) | | 1 | 4,6,26 | |
| G.A. SECTION | 1 | 4,6,26 | | |
| | | | | |
| | | | | |
| | | | | |

SERIAL NO. [redacted]

| SERIAL NO. | TO WHOM ISSUED | | BY | DATE | DISPOSITION |
|---|---|---|---|---|---|
| 1-0 | BUSHIPS | 1Y.D. | M.I. | 1-31-41 | |
| 0-1 | CH. NAV. OP. | 1B.P. | " | " | |
| 0-2 | BU. ORD. | 1B.P. | " | " | |
| 0-3 0-4 | COMDT. N. YORK | 2B.P. | " | " | |
| 0-5 0-6 | " NORFOLK | " | " | " | |
| 0-7 0-8 | " BOSTON | " | " | " | |
| 0-9 0-10 | " CHARLES. | " | " | " | |
| 0-11 0-12 | " PORTS. | " | " | " | |
| 0-13 0-14 | " PHILA. | " | " | " | |
| 0-15 0-16 | " P. HARBOR | " | " | " | |
| 0-17 0-18 | " P. SOUND | " | " | " | |
| 0-19 0-20 | " CAVITE | " | " | " | |
| 0-21 | PRES. NAV. WAR COL. | 1B.P. | " | " | |
| 0-22 TO 0-26 | C.O. HOPKINS | 5B.P. | " | " | |
| 0-27 | COMBATFOR | 1B.P. | " | " | |
| 0-28 | COMDESBATFOR | 1B.P. | " | " | |
| 0-29 | " FLOT. 2 | 1B.P. | " | " | |
| 0-30 | COMDESRON 26 | 1B.P. | " | " | |
| 0-31 | M.I. | 1B.P. | " | " | |
| 0-32 | COMSERVICEFOR | 1BP | " | 5-5-42 | |
| | | | | | |
| | | | | | |

**RESTRICTED**

SERIAL No [redacted]

ACCOUNTABLE

# EX-DESTROYER No 249

## U.S.S. DMS-13

1 NUMBER AND ORDER OF PLANS
2 GENERAL INFORMATION & DATA
3 OUTBOARD PROFILE
4 INBOARD PROFILE
5 MAIN DECK
6 FIRST PLATFORM
7 SECOND PLATFORM, BRIDGE DK, SIGNAL BRIDGE GUN PLATFORM AND DECK HOUSE TOP
8 HOLD
9 CROSS SECTIONS
~~10 MIDSHIP SECTION~~

| CORRECTED TO SUIT WORK | | |
|---|---|---|
| PLACE | DATE | CONSTRUCTION OFFICER |
| NAVY YARD NEW YORK | APRIL 2 1926 | W. J. Hamburger |
| NAVY YARD NORFOLK | JUNE 27, 1939 | Duane L. Taylor for manager |
| NAVY YARD, NORFOLK | MAY 17, 1940 | Duane L. Taylor for manager |
| NAVY YARD, MARE ISLAND | JAN. 31, 1941 | |
| NAVY YARD, MARE ISLAND | JUNE 14, 1942 | A. O. Gieselman APPROVED FOR MANAGER |
| NAVY YARD, MARE ISLAND | SEPT. 22, 1943 | A. O. Gieselman APP. FOR MGR. |
| | | |
| | | |

GENERAL PLANS
BOOKLET
FINISHED PLAN No

SUPERINTENDING CONSTRUCTOR
FOR THE
UNITED STATES NAVY
NEW YORK SHIPBUILDING CORP. CAMDEN, N.J.

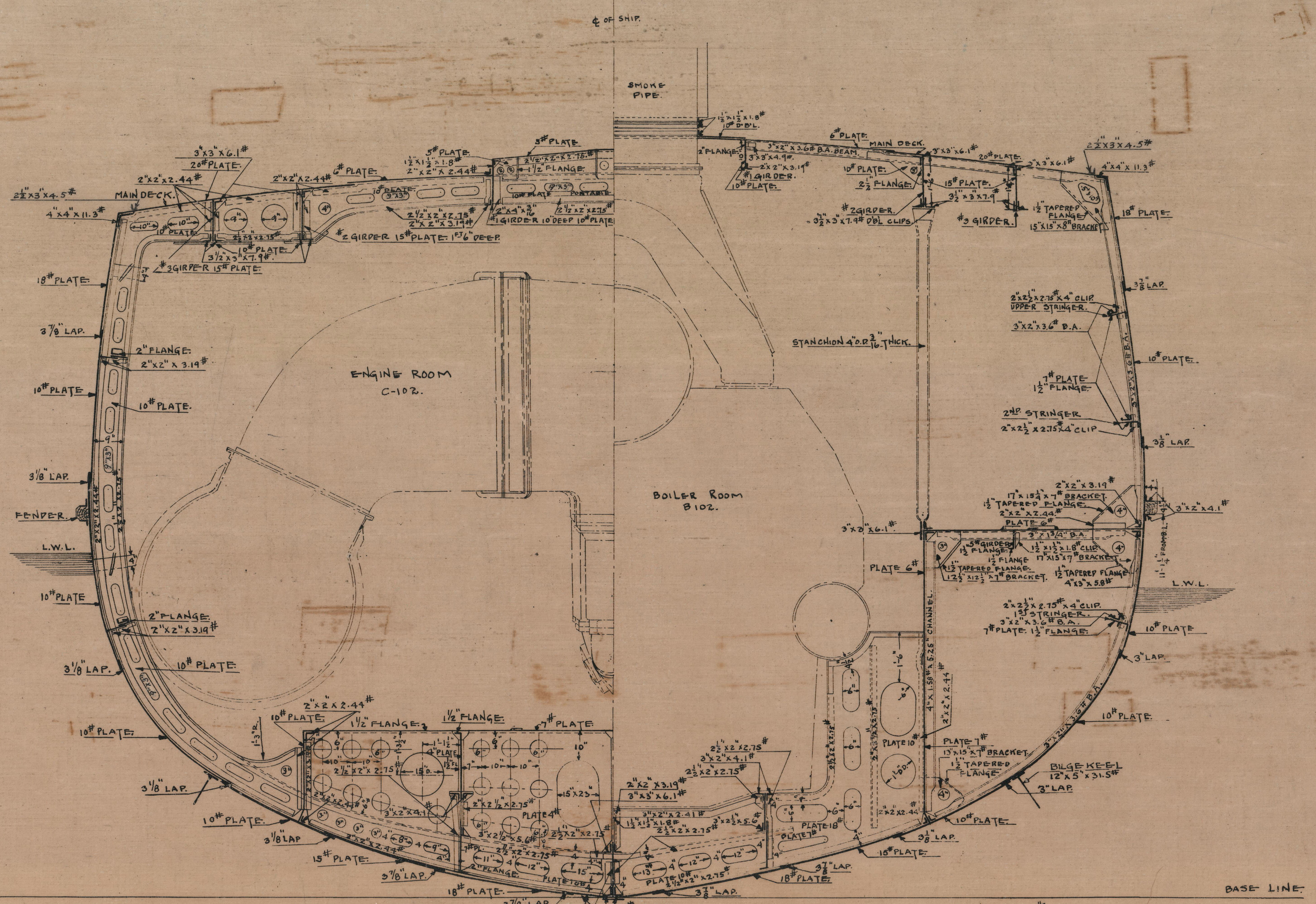
IN CHARGE OF WORK
DELINEATOR
TRACED BY
EXAMINED
CHIEF DRAFTSMAN
DATE

V. G. Roberts
NAVAL CONSTRUCTOR U.S.N.
SUPERINTENDING CONSTRUCTOR

C. AND R. No 94859

U.S.S. DMS 13

10



SECTION AT FR.# 103.
ST'B'D SIDE LOOKING AFT.

SECTION AT FR.# 83.
ST'B'D SIDE LOOKING FOR'D.

NOTE –
DO NOT INSERT
IN BOOKLET AFTER
PRINTING – DESTROY

MIDSHIP SECTION.
½" = 1 FOOT.
0 1 2 3 4.

H.D. # 73312

U.S.S. DMS 13 C+R No. 94859-E5

Declassified under Executive Order 13526
NND Project Number: NW 47327 (Ship Plans)
By CA Date 11/19/19

# U.S.S. DMS 13
## TANK CAPACITIES

THE FOLLOWING TABLES SHOW THE NUMBER OF GALLONS FOR SOUNDINGS IN INCHES.

FOR CURVES OF TANK CAPACITIES IN TONS, SEE BOOKLET OF GENERAL INFORMATION.
COLUMNS (a) SHOW SOUNDINGS IN INCHES
COLUMNS (b) SHOW CAPACITIES IN GALLONS.

**A-104 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 14 |
| 1 | 22 |
| 2 | 32 |
| 3 | 45 |
| 4 | 60 |
| 8 | 135 |
| 12 | 227 |
| 16 | 345 |
| 20 | 479 |
| 2'-0 | 639 |
| 4 | 814 |
| 8 | 1002 |
| 3'-0" | 1201 |
| 4 | 1415 |
| 8 | 1645 |
| 4'-0" | 1878 |
| 4 | 2122 |
| 8 | 2381 |
| 5'-0" | 2638 |
| 4 | 2907 |
| 8 | 3182 |
| 6'-0" | 3460 |
| 4 | 3744 |
| 8 | 4029 |
| 7'-0" | 4317 |
| 4 | 4612 |
| 8 | 4911 |
| 8'-0" | 5213 |
| 4 | 5616 |
| 8 | 5819 |
| 9'-0" | 6124 |
| 1 | 6203 |
| 2 | 6282 |
| 3 | 6369 |
| 4 | 6440 |
| 5 | 6518 |
| 6 | 6551 |
| 7 | 6577 |
| 8 | 6590 |

**A-105 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 5 |
| 1 | 13 |
| 2 | 18 |
| 3 | 25 |
| 4 | 33 |
| 8 | 73 |
| 12 | 136 |
| 16 | 216 |
| 20 | 310 |
| 2'-0" | 414 |
| 4 | 535 |
| 8 | 668 |
| 3'-0" | 807 |
| 4 | 961 |
| 8 | 1121 |
| 4'-0" | 1297 |
| 4 | 1472 |
| 8 | 1654 |
| 5'-0" | 1843 |
| 4 | 2037 |
| 8 | 2234 |
| 6'-0" | 2436 |
| 4 | 2644 |
| 8 | 2852 |
| 7'-0" | 3060 |
| 4 | 3277 |
| 8 | 3495 |
| 8'-0" | 3716 |
| 4 | 3936 |
| 5 | 3991 |
| 6 | 4046 |
| 7 | 4102 |
| 8 | 4157 |
| 9 | 4213 |
| 10 | 4269 |
| 11 | 4325 |
| 9'-0" | 4380 |
| 1 | 4439 |
| 2 | 4497 |
| 3 | 4546 |
| 4 | 4570 |

**A-106 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 13 |
| 1 | 24 |
| 2 | 33 |
| 3 | 42 |
| 4 | 52 |
| 8 | 102 |
| 12 | 163 |
| 16 | 231 |
| 20 | 309 |
| 2'-0" | 398 |
| 4 | 500 |
| 8 | 611 |
| 3'-0" | 732 |
| 4 | 858 |
| 8 | 994 |
| 4'-0" | 1141 |
| 4 | 1292 |
| 8 | 1446 |
| 5'-0" | 1604 |
| 4 | 1769 |
| 8 | 1937 |
| 6'-0" | 2109 |
| 4 | 2285 |
| 8 | 2463 |
| 7'-0" | 2642 |
| 4 | 2823 |
| 8 | 3008 |
| 8'-0" | 3200 |
| 4 | 3388 |
| 5 | 3435 |
| 6 | 3482 |
| 7 | 3528 |
| 8 | 3575 |
| 9 | 3621 |
| 10 | 3667 |
| 11 | 3713 |
| 9'-0" | 3759 |
| 1 | 3798 |
| 2 | 3809 |

**A-107 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 3 |
| 1 | 6 |
| 2 | 9 |
| 3 | 14 |
| 4 | 20 |
| 8 | 51 |
| 12 | 101 |
| 16 | 159 |
| 20 | 230 |
| 2'-0" | 312 |
| 4 | 407 |
| 8 | 513 |
| 3'-0" | 622 |
| 4 | 743 |
| 8 | 867 |
| 4'-0 | 1000 |
| 4 | 1142 |
| 8 | 1288 |
| 5'-0" | 1438 |
| 4 | 1590 |
| 8 | 1745 |
| 6'-0" | 1903 |
| 4 | 2066 |
| 8 | 2232 |
| 7'-0" | 2403 |
| 4 | 2589 |
| 8 | 2762 |
| 8'-0" | 2922 |
| 4 | 3092 |
| 5 | 3135 |
| 6 | 3177 |
| 7 | 3221 |
| 8 | 3266 |
| 9 | 3310 |
| 10 | 3354 |
| 11 | 3398 |
| 9'-0" | 3426 |

**A-108 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 3 |
| 1 | 6 |
| 2 | 9 |
| 3 | 14 |
| 4 | 20 |
| 8 | 51 |
| 12 | 100 |
| 16 | 159 |
| 20 | 230 |
| 2'-0" | 311 |
| 4 | 406 |
| 8 | 511 |
| 3'-0" | 620 |
| 4 | 741 |
| 8 | 865 |
| 4'-0" | 998 |
| 4 | 1140 |
| 8 | 1285 |
| 5'-0" | 1435 |
| 4 | 1588 |
| 8 | 1743 |
| 6'-0" | 1901 |
| 4 | 2064 |
| 8 | 2250 |
| 7'-0" | 2401 |
| 4 | 2587 |
| 8 | 2760 |
| 8'-0" | 2920 |
| 4 | 3090 |
| 5 | 3134 |
| 6 | 3175 |
| 7 | 3218 |
| 8 | 3263 |
| 9 | 3306 |
| 10 | 3351 |
| 11 | 3394 |
| 9'-0" | 3423 |

**A-109 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 9 |
| 1 | 18 |
| 2 | 25 |
| 3 | 34 |
| 4 | 47 |
| 5 | 58 |
| 6 | 71 |
| 7 | 84 |
| 8 | 98 |
| 9 | 113 |
| 10 | 129 |
| 11 | 146 |
| 12 | 166 |
| 16 | 264 |
| 20 | 381 |
| 2'-0" | 519 |
| 4 | 673 |
| 8 | 838 |
| 3'-0 | 1016 |
| 4 | 1210 |
| 8 | 1412 |
| 4'-0" | 1624 |
| 4 | 1853 |
| 8 | 2093 |
| 5'-0" | 2333 |
| 4 | 2580 |
| 8 | 2832 |
| 6'-0" | 3087 |
| 4 | 3352 |
| 8 | 3619 |
| 7'-0" | 3890 |
| 4 | 4169 |
| 8 | 4453 |
| 8'-0" | 4742 |
| 1 | 4814 |
| 2 | 4887 |
| 3 | 4959 |
| 4 | 5029 |
| 5 | 5101 |
| 6 | 5172 |
| 7 | 5228 |
| 8 | 5280 |
| 9 | 5328 |

**A-110 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 9 |
| 1 | 18 |
| 2 | 25 |
| 3 | 34 |
| 4 | 47 |
| 5 | 58 |
| 6 | 71 |
| 7 | 84 |
| 8 | 98 |
| 9 | 113 |
| 10 | 129 |
| 11 | 146 |
| 12 | 166 |
| 16 | 264 |
| 20 | 380 |
| 2'-0" | 518 |
| 4 | 672 |
| 8 | 837 |
| 3'-0" | 1015 |
| 4 | 1209 |
| 8 | 1411 |
| 4'-0" | 1623 |
| 4 | 1852 |
| 8 | 2091 |
| 5'-0" | 2331 |
| 4 | 2578 |
| 8 | 2830 |
| 6'-0" | 3085 |
| 4 | 3350 |
| 8 | 3617 |
| 7'-0" | 3888 |
| 4 | 4167 |
| 8 | 4451 |
| 8'-0" | 4739 |
| 1 | 4811 |
| 2 | 4884 |
| 3 | 4956 |
| 4 | 5026 |
| 5 | 5101 |
| 6 | 5169 |
| 7 | 5225 |
| 8 | 5277 |
| 9 | 5325 |

**A-115 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 53 |
| 1 | 73 |
| 2 | 93 |
| 3 | 117 |
| 4 | 145 |
| 5 | 174 |
| 6 | 212 |
| 7 | 249 |
| 8 | 292 |
| 9 | 338 |
| 10 | 384 |
| 11 | 431 |
| 12 | 479 |
| 16 | 672 |
| 20 | 865 |
| 2'-0" | 1058 |
| 4 | 1251 |
| 8 | 1446 |
| 3'-0" | 1639 |
| 4 | 1832 |
| 8 | 2026 |
| 4'-0" | 2220 |
| 4 | 2413 |
| 8 | 2607 |
| 5'-0" | 2800 |
| 4 | 2993 |
| 8 | 3188 |
| 6'-0" | 3381 |
| 4 | 3574 |
| 8 | 3768 |
| 9 | 3816 |
| 10 | 3864 |
| 11 | 3913 |
| 7'-0" | 3962 |
| 1 | 4010 |
| 2 | 4059 |
| 3 | 4107 |
| 4 | 4155 |
| 5 | 4204 |
| 6 | 4252 |
| 7 | 4287 |
| 8 | 4310 |
| 9 | 4315 |

**A-116 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 8 |
| 1 | 11 |
| 2 | 16 |
| 3 | 21 |
| 4 | 27 |
| 5 | 33 |
| 6 | 42 |
| 7 | 51 |
| 8 | 61 |
| 9 | 72 |
| 10 | 84 |
| 11 | 98 |
| 12 | 113 |
| 16 | 180 |
| 20 | 265 |
| 2'-0" | 358 |
| 4 | 458 |
| 8 | 564 |
| 3'-0" | 675 |
| 4 | 800 |
| 8 | 930 |
| 4'-0" | 1065 |
| 4 | 1207 |
| 8 | 1352 |
| 5'-0" | 1502 |
| 4 | 1656 |
| 8 | 1809 |
| 9 | 1848 |
| 10 | 1886 |
| 11 | 1924 |
| 6'-0" | 1963 |
| 1 | 2003 |
| 2 | 2043 |
| 3 | 2083 |
| 4 | 2124 |
| 5 | 2164 |
| 6 | 2186 |
| 7 | 2200 |

**A-117 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 3 |
| 1 | 5 |
| 2 | 8 |
| 3 | 11 |
| 4 | 16 |
| 5 | 21 |
| 6 | 27 |
| 7 | 33 |
| 8 | 42 |
| 9 | 51 |
| 10 | 61 |
| 11 | 72 |
| 12 | 83 |
| 16 | 142 |
| 20 | 221 |
| 2'-0" | 308 |
| 4 | 399 |
| 8 | 498 |
| 3'-0" | 604 |
| 4 | 716 |
| 8 | 837 |
| 4'-0" | 970 |
| 4 | 1106 |
| 8 | 1245 |
| 5'-0" | 1390 |
| 4 | 1542 |
| 8 | 1694 |
| 6'-0" | 1847 |
| 1 | 1885 |
| 2 | 1923 |
| 3 | 1962 |
| 4 | 1999 |
| 5 | 2037 |
| 6 | 2075 |
| 7 | 2112 |
| 8 | 2152 |

**A-208 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 19 |
| 1 | 54 |
| 2 | 102 |
| 3 | 160 |
| 4 | 199 |
| 5 | 247 |
| 6 | 295 |
| 7 | 344 |
| 8 | 392 |
| 9 | 440 |
| 10 | 489 |
| 11 | 537 |
| 12 | 586 |
| 16 | 781 |
| 20 | 976 |
| 2'-0" | 1171 |
| 4 | 1366 |
| 8 | 1561 |
| 3'-0" | 1756 |
| 4 | 1951 |
| 8 | 2146 |
| 4'-0" | 2349 |
| 4 | 2536 |
| 8 | 2731 |
| 5'-0" | 2926 |
| 4 | 3121 |
| 8 | 3316 |
| 6'-0" | 3511 |
| 4 | 3706 |
| 8 | 3901 |
| 7'-0" | 4095 |
| 1 | 4143 |
| 2 | 4192 |
| 3 | 4240 |
| 4 | 4288 |
| 5 | 4335 |
| 6 | 4384 |
| 7 | 4433 |
| 8 | 4481 |
| 9 | 4529 |
| 10 | 4559 |
| 11 | 4574 |

**A-209 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 40 |
| 1 | 80 |
| 2 | 122 |
| 3 | 163 |
| 4 | 207 |
| 5 | 249 |
| 6 | 292 |
| 7 | 334 |
| 8 | 376 |
| 9 | 419 |
| 10 | 461 |
| 11 | 504 |
| 12 | 546 |
| 16 | 717 |
| 20 | 894 |
| 2'-0" | 1071 |
| 4 | 1249 |
| 8 | 1425 |
| 3'-0" | 1602 |
| 4 | 1780 |
| 8 | 1957 |
| 4'-0" | 2134 |
| 4 | 2314 |
| 8 | 2495 |
| 5'-0" | 2675 |
| 4 | 2855 |
| 8 | 3036 |
| 6'-0" | 3216 |
| 4 | 3397 |
| 8 | 3577 |
| 7'-0" | 3757 |
| 1 | 3802 |
| 2 | 3847 |
| 3 | 3893 |
| 4 | 3935 |
| 5 | 3983 |
| 6 | 4028 |
| 7 | 4073 |
| 8 | 4118 |
| 9 | 4144 |
| 10 | 4159 |
| 11 | 4164 |

**A-210 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 155 |
| 1 | 196 |
| 2 | 237 |
| 3 | 279 |
| 4 | 321 |
| 5 | 363 |
| 6 | 406 |
| 7 | 448 |
| 8 | 492 |
| 9 | 535 |
| 10 | 580 |
| 11 | 623 |
| 12 | 668 |
| 16 | 845 |
| 20 | 1023 |
| 2'-0" | 1200 |
| 4 | 1378 |
| 8 | 1553 |
| 3'-0" | 1733 |
| 4 | 1910 |
| 8 | 2087 |
| 4'-0" | 2267 |
| 4 | 2448 |
| 8 | 2628 |
| 5'-0" | 2808 |
| 4 | 2989 |
| 8 | 3169 |
| 6'-0" | 3349 |
| 4 | 3533 |
| 8 | 3710 |
| 10 | 3800 |
| 11 | 3845 |
| 7'-0 | 3891 |
| 1 | 3936 |
| 2 | 3981 |
| 3 | 4026 |
| 4 | 4071 |
| 5 | 4116 |
| 6 | 4144 |
| 7 | 4158 |
| 8 | 4164 |

**B-105 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 3 |
| 1 | 6 |
| 2 | 13 |
| 3 | 20 |
| 4 | 31 |
| 5 | 43 |
| 6 | 57 |
| 7 | 73 |
| 8 | 91 |
| 9 | 111 |
| 10 | 131 |
| 11 | 152 |
| 12 | 175 |
| 16 | 274 |
| 20 | 385 |
| 2'-0" | 516 |
| 4 | 674 |
| 8 | 850 |
| 3'-0" | 1034 |
| 4 | 1220 |
| 8 | 1411 |
| 4'-0" | 1621 |
| 4 | 1843 |
| 8 | 2070 |
| 5'-0" | 2303 |
| 4 | 2541 |
| 8 | 2783 |
| 6'-0" | 3026 |
| 4 | 3268 |
| 8 | 3511 |
| 7'-0 | 3754 |
| 4 | 4009 |
| 5 | 4072 |
| 6 | 4136 |
| 7 | 4200 |
| 8 | 4263 |
| 9 | 4327 |
| 10 | 4391 |
| 11 | 4454 |
| 8'-0 | 4518 |
| 1 | 4581 |
| 2 | 4647 |

**B-106 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 3 |
| 1 | 6 |
| 2 | 13 |
| 3 | 20 |
| 4 | 31 |
| 5 | 43 |
| 6 | 57 |
| 7 | 73 |
| 8 | 91 |
| 9 | 111 |
| 10 | 131 |
| 11 | 152 |
| 12 | 175 |
| 16 | 274 |
| 20 | 385 |
| 2'-0" | 516 |
| 4 | 674 |
| 8 | 850 |
| 3'-0" | 1034 |
| 4 | 1220 |
| 8 | 1411 |
| 4'-0" | 1621 |
| 4 | 1843 |
| 8 | 2070 |
| 5'-0" | 2308 |
| 4 | 2541 |
| 8 | 2783 |
| 6'-0" | 3026 |
| 4 | 3268 |
| 8 | 3511 |
| 7'-0" | 3754 |
| 4 | 4009 |
| 5 | 4072 |
| 6 | 4136 |
| 7 | 4200 |
| 8 | 4263 |
| 9 | 4327 |
| 10 | 4391 |
| 11 | 4454 |
| 8'-0" | 4518 |
| 1 | 4581 |
| 2 | 4647 |

**B-107 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 16 |
| 1 | 25 |
| 2 | 36 |
| 3 | 46 |
| 4 | 58 |
| 5 | 72 |
| 6 | 88 |
| 7 | 106 |
| 8 | 126 |
| 9 | 148 |
| 10 | 171 |
| 11 | 196 |
| 12 | 225 |
| 16 | 348 |
| 20 | 491 |
| 2'-0" | 654 |
| 4 | 834 |
| 8 | 1026 |
| 3'-0" | 1235 |
| 4 | 1459 |
| 8 | 1697 |
| 4'-0" | 1943 |
| 4 | 2193 |
| 8 | 2451 |
| 5'-0" | 2717 |
| 4 | 2991 |
| 8 | 3268 |
| 6'-0" | 3550 |
| 4 | 3833 |
| 8 | 4113 |
| 7'-0" | 4398 |
| 4 | 4683 |
| 8 | 4979 |
| 9 | 5054 |
| 10 | 5128 |
| 11 | 5202 |
| 8'-0" | 5277 |
| 1 | 5351 |
| 2 | 5425 |
| 3 | 5499 |
| 4 | 5574 |

**B-108 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 16 |
| 1 | 25 |
| 2 | 36 |
| 3 | 46 |
| 4 | 58 |
| 5 | 72 |
| 6 | 88 |
| 7 | 106 |
| 8 | 126 |
| 9 | 148 |
| 10 | 171 |
| 11 | 196 |
| 12 | 225 |
| 16 | 348 |
| 20 | 491 |
| 2'-0" | 654 |
| 4 | 834 |
| 8 | 1026 |
| 3'-0" | 1235 |
| 4 | 1459 |
| 8 | 1697 |
| 4'-0" | 1943 |
| 4 | 2193 |
| 8 | 2451 |
| 5'-0" | 2717 |
| 4 | 2991 |
| 8 | 3268 |
| 6'-0" | 3550 |
| 4 | 3833 |
| 8 | 4113 |
| 7'-0" | 4398 |
| 4 | 4683 |
| 8 | 4979 |
| 9 | 5054 |
| 10 | 5128 |
| 11 | 5202 |
| 8'-0" | 5277 |
| 1 | 5351 |
| 2 | 5425 |
| 3 | 5499 |
| 4 | 5574 |

**B-109 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 35 |
| 1 | 45 |
| 2 | 55 |
| 3 | 66 |
| 4 | 77 |
| 5 | 91 |
| 6 | 106 |
| 7 | 122 |
| 8 | 190 |
| 9 | 159 |
| 10 | 182 |
| 11 | 208 |
| 12 | 235 |
| 16 | 365 |
| 20 | 523 |
| 2'-0" | 697 |
| 4 | 888 |
| 8 | 1093 |
| 3'-0" | 1311 |
| 4 | 1540 |
| 8 | 1779 |
| 4'-0" | 2023 |
| 4 | 2279 |
| 8 | 2544 |
| 5'-0" | 2818 |
| 4 | 3101 |
| 8 | 3388 |
| 6'-0" | 3680 |
| 4 | 3972 |
| 8 | 4267 |
| 7'-0" | 4564 |
| 4 | 4862 |
| 6 | 5010 |
| 7 | 5085 |
| 8 | 5159 |
| 9 | 5233 |
| 10 | 5307 |
| 11 | 5382 |
| 8'-0" | 5457 |
| 1 | 5531 |
| 2 | 5605 |
| 3 | 5679 |
| 4 | 5754 |

**B110 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 35 |
| 1 | 45 |
| 2 | 55 |
| 3 | 66 |
| 4 | 77 |
| 5 | 91 |
| 6 | 106 |
| 7 | 122 |
| 8 | 140 |
| 9 | 159 |
| 10 | 182 |
| 11 | 208 |
| 12 | 235 |
| 16 | 365 |
| 20 | 523 |
| 2'-0" | 697 |
| 4 | 888 |
| 8 | 1093 |
| 3'-0" | 1311 |
| 4 | 1540 |
| 8 | 1779 |
| 4'-0" | 2023 |
| 4 | 2279 |
| 8 | 2544 |
| 5'-0" | 2818 |
| 4 | 3101 |
| 8 | 3388 |
| 6'-0" | 3680 |
| 4 | 3972 |
| 8 | 4267 |
| 7'-0" | 4564 |
| 4 | 4862 |
| 6 | 5010 |
| 7 | 5085 |
| 8 | 5159 |
| 9 | 5233 |
| 10 | 5307 |
| 11 | 5382 |
| 8'-0" | 5457 |
| 1 | 5531 |
| 2 | 5605 |
| 3 | 5679 |
| 4 | 5754 |

**D-201 FUEL OIL**

| a INS | b GALLONS |
|---|---|
| 0 | 26 |
| 1 | 72 |
| 2 | 117 |
| 3 | 163 |
| 4 | 208 |
| 5 | 253 |
| 6 | 299 |
| 7 | 345 |
| 8 | 390 |
| 9 | 436 |
| 10 | 481 |
| 11 | 527 |
| 12 | 573 |
| 16 | 755 |
| 20 | 937 |
| 2'-0" | 1119 |
| 4 | 1310 |
| 8 | 1483 |
| 3'-0" | 1666 |
| 4 | 1848 |
| 8 | 2030 |
| 4'-0" | 2212 |
| 4 | 2394 |
| 8 | 2576 |
| 5'-0" | 2759 |
| 4 | 2941 |
| 8 | 3123 |
| 6'-0" | 3305 |
| 4 | 3487 |
| 8 | 3669 |
| 7'-0" | 3852 |
| 1 | 3897 |
| 2 | 3943 |
| 3 | 3988 |
| 4 | 4034 |
| 5 | 4079 |
| 6 | 4124 |
| 7 | 4170 |
| 8 | 4216 |
| 9 | 4253 |
| 10 | 4283 |
| 11 | 4301 |

**D-202 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 40 |
| 1 | 102 |
| 2 | 164 |
| 3 | 226 |
| 4 | 290 |
| 5 | 353 |
| 6 | 417 |
| 7 | 480 |
| 8 | 544 |
| 9 | 607 |
| 10 | 672 |
| 11 | 736 |
| 12 | 801 |
| 16 | 1060 |
| 20 | 1320 |
| 2'-0" | 1579 |
| 4 | 1838 |
| 8 | 2096 |
| 3'-0" | 2352 |
| 4 | 2607 |
| 8 | 2861 |
| 4'-0" | 3113 |
| 4 | 3366 |
| 8 | 3617 |
| 5'-0" | 3866 |
| 4 | 4115 |
| 8 | 4364 |
| 6'-0" | 4614 |
| 4 | 4863 |
| 8 | 5113 |
| 7'-0" | 5355 |
| 1 | 5410 |
| 2 | 5459 |
| 3 | 5504 |
| 4 | 5547 |
| 5 | 5582 |
| 6 | 5614 |
| 7 | 5638 |
| 8 | 5657 |
| 9 | 5675 |
| 10 | 5690 |
| 11 | 5703 |

**D-203 FUEL OIL**

| a INS. | b GALLONS |
|---|---|
| 0 | 40 |
| 1 | 102 |
| 2 | 164 |
| 3 | 226 |
| 4 | 290 |
| 5 | 353 |
| 6 | 417 |
| 7 | 480 |
| 8 | 544 |
| 9 | 607 |
| 10 | 672 |
| 11 | 736 |
| 12 | 801 |
| 16 | 1060 |
| 20 | 1320 |
| 2'-0" | 1579 |
| 4 | 1838 |
| 8 | 2096 |
| 3'-0" | 2352 |
| 4 | 2607 |
| 8 | 2861 |
| 4'-0" | 3113 |
| 4 | 3366 |
| 8 | 3617 |
| 5'-0" | 3866 |
| 4 | 4115 |
| 8 | 4351 |
| 6'-0" | 4563 |
| 4 | 4775 |
| 8 | 5011 |
| 7'-0" | 5253 |
| 1 | 5308 |
| 2 | 5357 |
| 3 | 5402 |
| 4 | 5445 |
| 5 | 5480 |
| 6 | 5512 |
| 7 | 5536 |
| 8 | 5555 |
| 9 | 5573 |
| 10 | 5588 |
| 11 | 5601 |

**D-101 FUEL OIL**

| a INS | b GALLONS |
|---|---|
| 0 | 8 |
| 1 | 17 |
| 2 | 28 |
| 3 | 42 |
| 4 | 57 |
| 5 | 73 |
| 6 | 93 |
| 7 | 117 |
| 8 | 144 |
| 9 | 174 |
| 10 | 208 |
| 11 | 242 |
| 12 | 282 |
| 16 | 453 |
| 20 | 630 |
| 2'-0" | 809 |
| 4 | 991 |
| 8 | 1174 |
| 3'-0" | 1356 |
| 4 | 1538 |
| 8 | 1725 |
| 4'-0" | 1903 |
| 4 | 2085 |
| 8 | 2268 |
| 5'-0" | 2450 |
| 4 | 2632 |
| 8 | 2813 |
| 6'-0" | 2995 |
| 4 | 3177 |
| 8 | 3359 |
| 7'-0" | 3540 |
| 4 | 3722 |
| 8 | 3904 |
| 8'-0" | 4086 |
| 4 | 4267 |
| 8 | 4449 |
| 9'-0" | 4631 |
| 4 | 4812 |
| 8 | 4994 |
| 10'-0" | 5177 |
| 4 | 5358 |
| 8 | 5540 |
| 9 | 5585 |
| 10 | 5631 |
| 11 | 5676 |
| 11'-0" | 5721 |
| 1 | 5767 |
| 2 | 5812 |
| 3 | 5858 |
| 4 | 5903 |
| 5 | 5949 |
| 6 | 5994 |

**D-102 FUEL OIL**

| a INS | b GALLONS |
|---|---|
| 0 | 5 |
| 1 | 7 |
| 2 | 11 |
| 3 | 17 |
| 4 | 22 |
| 5 | 28 |
| 6 | 36 |
| 7 | 44 |
| 8 | 54 |
| 9 | 63 |
| 10 | 77 |
| 11 | 91 |
| 12 | 107 |
| 16 | 172 |
| 20 | 256 |
| 2'-0" | 345 |
| 4 | 453 |
| 8 | 574 |
| 3'-0" | 700 |
| 4 | 820 |
| 8 | 944 |
| 4'-0" | 1076 |
| 4 | 1219 |
| 8 | 1370 |
| 5'-0" | 1523 |
| 4 | 1715 |
| 8 | 1915 |
| 6'-0" | 2125 |
| 4 | 2347 |
| 8 | 2568 |
| 7'-0" | 2792 |
| 4 | 3021 |
| 8 | 3253 |
| 8'-0" | 3491 |
| 4 | 3733 |
| 8 | 3979 |
| 9'-0" | 4230 |
| 2 | 4355 |
| 3 | 4418 |
| 4 | 4480 |
| 5 | 4543 |
| 6 | 4606 |
| 7 | 4668 |
| 8 | 4731 |
| 9 | 4793 |
| 10 | 4856 |
| 11 | 4919 |
| 10'-0" | 4981 |
| 1" | 5044 |

**D-103 FUEL OIL**

| a INS | b GALLONS |
|---|---|
| 0 | 5 |
| 1 | 7 |
| 2 | 11 |
| 3 | 17 |
| 4 | 22 |
| 5 | 28 |
| 6 | 36 |
| 7 | 44 |
| 8 | 54 |
| 9 | 65 |
| 10 | 77 |
| 11 | 91 |
| 12 | 107 |
| 16 | 172 |
| 20 | 256 |
| 2'-0" | 345 |
| 4 | 453 |
| 8 | 574 |
| 3'-0" | 700 |
| 4 | 820 |
| 8 | 944 |
| 4'-0" | 1076 |
| 4 | 1219 |
| 8 | 1370 |
| 5'-0" | 1523 |
| 4 | 1713 |
| 8 | 1915 |
| 6'-0" | 2125 |
| 4 | 2347 |
| 8 | 2568 |
| 7'-0" | 2792 |
| 4 | 3021 |
| 8 | 3253 |
| 8'-0" | 3491 |
| 4 | 3733 |
| 8 | 3979 |
| 9'-0" | 4230 |
| 2 | 4355 |
| 3 | 4418 |
| 4 | 4480 |
| 5 | 4543 |
| 6 | 4606 |
| 7 | 4668 |
| 8 | 4731 |
| 9 | 4793 |
| 10 | 4856 |
| 11 | 4919 |
| 10'-0" | 4981 |
| 1 | 5044 |

**A-101 FRESH WATER** FOR SALT WATER ADD 3%

| a INS | b TONS | a INS | b TONS |
|---|---|---|---|
| 0 | .00 | 15'-9" | 4.86 |
| 1 | .00 | 10" | 4.90 |
| 2 | .01 | 11 | 4.94 |
| 3 | .01 | 16'-0" | 4.97 |
| 4 | .01 | 1 | 5.00 |
| 8 | .03 | 2 | 5.04 |
| 12 | .07 | 3 | 5.07 |
| 16 | .12 | 4 | 5.11 |
| 20 | .19 | 5 | 5.14 |
| 2'-0" | .27 | 6 | 5.17 |
| 4 | .32 | 7 | 5.20 |
| 8 | .36 | 8 | 5.21 |
| 3'-0" | .42 | 9 | 5.22 |
| 4 | .48 | | |
| 8 | .55 | | |
| 4'-0" | .62 | | |
| 4 | .68 | | |
| 8 | .78 | | |
| 5'-0" | .87 | | |
| 4 | .95 | | |
| 8 | 1.04 | | |
| 6'-0" | 1.14 | | |
| 4 | 1.25 | | |
| 8 | 1.36 | | |
| 7'-0" | 1.47 | | |
| 4 | 1.57 | | |
| 8 | 1.68 | | |
| 8'-0" | 1.79 | | |
| 4 | 1.89 | | |
| 8 | 2.01 | | |
| 9'-0" | 2.11 | | |
| 4 | 2.22 | | |
| 8 | 2.33 | | |
| 10'-0" | 2.45 | | |
| 4 | 2.56 | | |
| 8 | 2.68 | | |
| 11'-0" | 2.80 | | |
| 4 | 2.92 | | |
| 8 | 3.05 | | |
| 12'-0" | 3.19 | | |
| 4 | 3.33 | | |
| 8 | 3.46 | | |
| 13'-0" | 3.60 | | |
| 4 | 3.75 | | |
| 8 | 3.88 | | |
| 14'-0" | 4.04 | | |
| 4 | 4.19 | | |
| 8 | 4.35 | | |
| 15'-0" | 4.51 | | |
| 4 | 4.66 | | |
| 8 | 4.82 | | |

**A-102 FRESH WATER** FOR SALT WATER ADD 3%

| a INS. | b TONS |
|---|---|
| 0 | .05 |
| 1 | .07 |
| 2 | .10 |
| 3 | .13 |
| 4 | .16 |
| 8 | .32 |
| 12 | .53 |
| 16 | .78 |
| 20 | 1.06 |
| 2'-0" | 1.39 |
| 4 | 1.74 |
| 8 | 2.12 |
| 3'-0" | 2.50 |
| 4 | 2.90 |
| 8 | 3.32 |
| 4'-0" | 3.76 |
| 4 | 4.21 |
| 8 | 4.67 |
| 5'-0" | 5.13 |
| 4 | 5.59 |
| 8 | 6.07 |
| 6'-0" | 6.55 |
| 4 | 7.03 |
| 8 | 7.54 |
| 7'-0" | 8.02 |
| 4 | 8.51 |
| 8 | 9.03 |
| 8'-0" | 9.56 |
| 4 | 10.04 |
| 8 | 10.52 |
| 9'-0" | 11.01 |
| 4 | 11.50 |
| 5 | 11.63 |
| 6 | 11.75 |
| 7 | 11.87 |
| 8 | 12.00 |
| 9 | 12.12 |
| 10 | 12.25 |
| 11 | 12.36 |
| 10'-0" | 12.42 |
| 1 | 12.47 |
| 2 | 12.49 |
| 3 | 12.50 |

**A-118 FRESHWATER**

| a INS. | b GALLONS | a INS. | b GALLONS |
|---|---|---|---|
| 0 | 3 | 14'-0" | 3877 |
| 1 | 4 | 4 | 3991 |
| 2 | 7 | 8 | 4105 |
| 3 | 11 | 9 | 4133 |
| 4 | 15 | 10 | 4161 |
| 5 | 20 | 11 | 4190 |
| 6 | 25 | 15'-0" | 4218 |
| 7 | 30 | 1 | 4247 |
| 8 | 36 | 2 | 4275 |
| 9 | 42 | 3 | 4303 |
| 10 | 49 | 4 | 4332 |
| 11 | 57 | 5 | 4360 |
| 12 | 65 | 6 | 4289 |
| 16 | 103 | 7 | 4417 |
| 20 | 151. | | |
| 2'-0" | 207 | | |
| 4 | 266 | | |
| 8 | 332 | | |
| 3'-0" | 402 | | |
| 4 | 478 | | |
| 8 | 558 | | |
| 4'-0" | 643 | | |
| 4 | 732 | | |
| 8 | 821 | | |
| 5'-0" | 914 | | |
| 4 | 1013 | | |
| 8 | 1112 | | |
| 6'-0" | 1213 | | |
| 4 | 1315 | | |
| 8 | 1418 | | |
| 7'-0" | 1522 | | |
| 4 | 1630 | | |
| 8 | 1738 | | |
| 8'-0" | 1846 | | |
| 4 | 1956 | | |
| 8 | 2066 | | |
| 9'-0" | 2178 | | |
| 4 | 2290 | | |
| 8 | 2402 | | |
| 10'-0" | 2516 | | |
| 4 | 2629 | | |
| 8 | 2742 | | |
| 11'-0" | 2856 | | |
| 4 | 2969 | | |
| 8 | 3083 | | |
| 12'-0" | 3196 | | |
| 4 | 3310 | | |
| 8 | 3423 | | |
| 13'-0" | 3537 | | |
| 4 | 3650 | | |
| 8 | 3764 | | |

**C101 FRESH WATER**

| a INS. | b GALLONS |
|---|---|
| 0 | 18 |
| 1 | 48 |
| 2 | 80 |
| 3 | 113 |
| 4 | 156 |
| 8 | 354 |
| 12 | 623 |
| 16 | 955 |
| 20 | 1414 |
| 2'-0" | 1947 |
| 4 | 2499 |
| 8 | 3051 |
| 3'-0" | 3603 |
| 4 | 4156 |
| 8 | 4708 |
| 4'-0" | 5260 |
| 1 | 5398 |
| 2 | 5535 |
| 3 | 5674 |
| 4 | 5812 |
| 5 | 5950 |
| 6 | 6088 |
| 7 | 6200 |
| 8 | 6286 |
| 9 | 6357 |
| 10 | 6414 |
| 11 | 6460 |
| 5'-0" | 6493 |

**D112 FRESH WATER** FOR SALT WATER ADD 3%

| a INS. | b TONS. |
|---|---|
| 0 | .04 |
| 1 | .07 |
| 2 | .10 |
| 3 | .14 |
| 4 | .18 |
| 8 | .35 |
| 12 | .55 |
| 16 | .79 |
| 20 | 1.04 |
| 2'-0" | 1.34 |
| 4 | 1.69 |
| 8 | 2.08 |
| 3'-0" | 2.52 |
| 4 | 3.04 |
| 8 | 3.66 |
| 4'-0" | 4.23 |
| 4 | 4.91 |
| 8 | 5.53 |
| 5'-0" | 6.31 |
| 1 | 6.52 |
| 2 | 6.74 |
| 3 | 6.96 |
| 4 | 7.18 |
| 5 | 7.41 |
| 6 | 7.84 |
| 7 | 7.87 |
| 8 | 8.10 |
| 9 | 8.33 |
| 10 | 8.57 |
| 11 | 8.81 |

**B103 STARBOARD AT PETCOCK** / **B104 PORT AT PETCOCK**

| DIST OF PET-COCK BELOW TANK TOP (B103) | GALLONS (B103) | DIST OF PET-COCK BELOW TANK TOP (B104) | GALLONS (B104) |
|---|---|---|---|
| TANK TOP | 3904 | TANK TOP | 3904 |
| 0'-4¼" | 3654 | 0'-4¼" | 3654 |
| 0'-10¼" | 3313 | 0'-10¼" | 3313 |
| 1'-4¼" | 2965 | 1'-4¼" | 2965 |
| 1'-10¼" | 2628 | 1'-10¼" | 2628 |
| 2'-4¼" | 2295 | 2'-4¼" | 2295 |
| 2'-10¼" | 1978 | 2'-10¼" | 1978 |
| 3'-4¼" | 1668 | 3'-4¼" | 1668 |
| 3'-10¼" | 1372 | 3'-10¼" | 1372 |
| 4'-4¼" | 1088 | 4'-4¼" | 1088 |
| 4'-10¼" | 828 | 4'-10¼" | 828 |
| 5'-4¼" | 595 | 5'-4¼" | 595 |
| 5'-10¼" | 394 | 5'-10¼" | 394 |
| 6'-4¼" | 229 | 6'-4¼" | 229 |
| 6'-10¼" | 108 | 6'-10¼" | 108 |

**B-102 - FUEL OIL TANK "A" - ℄** / **B-102 - FUEL OIL TANKS "B" P&S**

| a INS. (A) | b GALLONS (A) | a INS (B) | b GALLONS (B) |
|---|---|---|---|
| 0 | 63 | 0 | 74 |
| 1 | 95 | 1 | 112 |
| 2 | 127 | 2 | 150 |
| 3 | 159 | 3 | 187 |
| 4 | 190 | 4 | 225 |
| 8 | 317 | 8 | 375 |
| 12 | 471 | 12 | 539 |
| 16 | 644 | 16 | 713 |
| 20 | 818 | 20 | 887 |
| 2'-0" | 992 | 2'-0" | 1061 |
| 4 | 1166 | 4 | 1235 |
| 8 | 1339 | 8 | 1409 |
| 3'-0" | 1513 | 3'-0" | 1583 |
| 4 | 1687 | 4 | 1757 |
| 8 | 1861 | 8 | 1931 |
| 4'-0" | 2035 | 4'-0" | 2105 |
| 4 | 2209 | 4 | 2279 |
| 8 | 2382 | 8 | 2453 |
| 5'-0" | 2556 | 5'-0" | 2627 |
| 4 | 2730 | 4 | 2801 |
| 8 | 2904 | 8 | 2975 |
| 6'-0" | 3078 | 6'-0" | 3149 |
| 4 | 3252 | 4 | 3323 |
| 8 | 3426 | 8 | 3497 |
| 7'-0" | 3600 | 7'-0" | 3671 |
| 4 | 3774 | 4 | 3845 |
| 8 | 3947 | 8 | 4019 |
| 8'-0" | 4121 | 8'-0" | 4193 |
| 4 | 4295 | 4 | 4367 |
| 8 | 4469 | 8 | 4541 |
| 9'-0" | 4643 | 9'-0" | 4715 |
| 4 | 4817 | 4 | 4889 |
| 8 | 4991 | 8 | 5063 |
| 10'-0" | 5165 | 10'-0" | 5237 |
| 4 | 5338 | 1 | 5280 |
| 8 | 5512 | 2 | 5324 |
| 11'-0" | 5686 | 3 | 5367 |
| 1 | 5729 | 4 | 5411 |
| 2 | 5773 | 5 | 5454 |
| 3 | 5816 | 6 | 5498 |
| 4 | 5860 | 7 | 5541 |
| 5 | 5903 | 8 | 5585 |
| 6 | 5947 | 9 | 5628 |
| 7 | 5990 | 10 | 5672 |
| 8 | 6034 | | |
| 9 | 6077 | | |
| 10 | 6119 | | |

NOTE: DO NOT INSERT THIS SHEET IN BOOKLET AFTER PRINTING. DESTROY

U.S.S. DMS 13
GENERAL INFORMATION

C+R No. 94859-A

CUTTING LINE

## GENERAL INFORMATION

LENGTH OVERALL (INCLUDING STERN CHOCK) ABT. 317'-5"
LENGTH BETWEEN PERPENDICULARS (9'-0½" W.L.) 310'-0'
BREADTH, MOLDED (EXTREME) 30'-11½"
BREADTH, EXTREME OVER FENDER 31'-7¾"
2ND PLATFORM ABOVE KEEL AT F.P. MOLDED 10'-7⅜"
2ND PLATFORM ABOVE KEEL AT FRAME 54, MOLDED 7'-11⅛"
1ST PLATFORM ABOVE KEEL AT F.P. MOLDED 18'-5¾"
1ST PLATFORM ABOVE KEEL AT FRAME 55 15'-8⅝"
1ST PLATFORM ABOVE KEEL AT FRAME 131 11'-8⅛"
1ST PLATFORM ABOVE KEEL AT FRAME 164 10'-3¾"
FRAME SPACING FROM F.P. 0'-21"
PROJECTION FOR'D OF F.P. 3'-0"
PROJECTION AFT 3'-5"

## HEIGHTS ABOVE

TOP OF S.C. ATENNA 80'-9"
BASE OF TRUCK LIGHT 77'-0"
BASE OF MAST HEAD LIGHT 49'-8
BASE OF RANGE LIGHT ON BRIDGE 35'-5"
TOP OF FOREMAST 73'-3"
HEIGHT OF MAIN DECK AT STEM 16'-11⅝"
HEIGHT OF MAIN DECK AT STERN 7'-11¾"
BRIDGE AT FRAME 40 22'-4²¹⁄₃₂"
TOP OF BRIDGE AT 40

## COMPLEMENT

COMMANDING OFFICERS 1
WARDROOM OFFICERS 8
TOTAL OFFICERS 9
CHIEF PETTY OFFICERS 13
CREW 117
TOTAL OFFICERS AND CREW 139

## BOATS

26 FT. MOTOR WHALE BOAT 1
26 FT. MOTOR WHALE BOAT (WITH CANOPY) 1

## LIFE RAFTS

25 PERSON LIFE RAFTS 8

## FIRE PLUGS

MAIN DECK 5
1ST PLATFORM 2
2ND PLATFORM
TOTAL 7

#2

FINISHED PLAN No 42-B
BOOKLET PLAN No 1

CUTTING LINE
SAME ON OTHER END.

U.S.S. D.M.S-13
GENERAL INFORMATION
C.& R. No. 94859-A

## PRINCIPAL DIMENSIONS, DATA, ETC.

NOTE: W.L'S MEASURED ABOVE BOTTOM OF KEEL

LENGTH OVERALL (INCLUDING STERN CHOCK) ABT. 317'-5"
LENGTH BETWEEN PERPENDICULARS (9'-0½" WL) 310-0"
LENGTH DESIGNED NORMAL LOAD W.L. (9'-5½") 310'-7¾"
BREADTH MOLDED (EXTREME) 30'-11½"
BREADTH EXTREME OVER GUARDS 31'-7¾"
DEPTH MOLDED AT ℄ FRAME #89 21'-9⅝"
DEPTH MOLDED AT SIDE FRAME #89 20'-7¾"
DISPLACEMENT FULL LOAD (DESIGNED 9'-11") 1327.3 TONS
DISPLACEMENT FULL LOAD ACTUAL TONS
DISPLACEMENT NORMAL LOAD ACTUAL TONS
DRAFTS NORMAL LOAD ACTUAL
FORWARD
AFT.
MEAN
DRAFTS FULL LOAD ACTUAL
FORWARD
AFT.
MEAN
RATIO OF LENGTH TO BEAM 10.013
RATIO OF BEAM TO DEPTH 1.420
RATIO BEAM TO DESIGNED NORMAL LOAD DRAFT (9'-5½") 3.273
WETTED SURFACE NORMAL LOAD ACTUAL
AREA OF MIDSHIP SECTION (9'-5½" W.L.) 222 SQ FT
MIDSHIP SECTION COEFFICIENT (9'-5½" W.L.) .764
WATER PLANE COEFFICIENT (9'-5½" W.L.) .680
BLOCK COEFFICIENT (9'-5½" W.L.) .479
PRISMATIC COEFFICIENT (9'-5½" W.L.) .627
C.B. FOR'D. MIDDLE PERPENDICULAR (9'-5½" W.L.) .72 FT.
C.B. FOR'D MIDDLE PERPENDICULAR (9'-11") .32 FT.
C.G. OF 9'-5½" W.L. AFT OF MIDDLE PERPENDICULAR 5.36 FT
C.G. OF 9'-11" W.L. AFT OF MIDDLE PERPENDICULAR 3.92 FT
TRANSVERSE METACENTRE ABOVE C.B. (9'-5½") 8.50 FT
TRANSVERSE METACENTRE ABOVE C.B (9'-11") 8.07 FT.
LONGITUDINAL METACENTRE ABOVE C.B. (9'-5½") 7.25 FT.
LONGITUDINAL METACENTRE ABOVE C.B (9'-11") 6.92 FT

MISCELLANEOUS DIMENSIONS & HEIGHTS
PROJECTION FORWARD OF F.P. 3'-0"
PROJECTION AFT OF A.P. (MAIN DK.) 3'-6"
BOTTOM OF KEEL BELOW MOLDED B.L. 0'-0½"
LENGTH STEM TO FOREMAST AT MAIN DECK 93'-1⁷⁄₁₆"
LENGTH FOREMAST TO MAIN MAST
LENGTH MAIN MAST TO STERN
LENGTH STEM TO ℄ FIRST STACK 110'-4¹¹⁄₁₆"
LENGTH FIRST STACK TO SECOND STACK 15'-11¹¹⁄₁₆"
LENGTH SECOND STACK TO THIRD STACK 22'-6⁷⁄₁₆"
LENGTH OF STERN TO KNUCKLE IN KEEL 43'-7½"
2ND PLATFORM ABOVE KEEL AT F.P. MOLDED 10'-7⅜"
2ND PLATFORM ABOVE KEEL AT FR. #54 MOLDED 7'-11⅛"
1ST PLATFORM ABOVE KEEL AT F.P. MOLDED 18'-5¾"
1ST PLATFORM ABOVE KEEL AT FR. #55 15'-8⅝"
1ST PLATFORM ABOVE KEEL AFT AT FR. #131 11'-8⅛"
1ST PLATFORM ABOVE KEEL AFT. AT FR. #164 10'-3¾"
1ST PLATFORM ABOVE KEEL AFT. AT FR. #164 TO #177 9'-6½"
CENTER OF PROPELLERS FOR'D OF A.P. 16'-10⅜"
TIP OF PROPELLER BLADES FROM ℄ OF SHIP 12'-12¹⁵⁄₁₆
TIP OF PROPELLER BLADES BELOW KEEL 1'-8⅜
℄ SHAFTS FROM ℄ SHIP FR #99 5'-1"
℄ SHAFTS FROM ℄ SHIP FR #168 7'-9³⁄₁₆"
℄ SHAFTS ABOVE KEEL FR. #99 8'-5½"
℄ SHAFTS ABOVE KEEL FR #168 2'-9⅝"
KIND AND NUMBER OF PROPELLERS 2-3 BLADED
DIAMETER OF PROPELLERS PORT 9'-0"
DIAMETER OF PROPELLERS STBD. 9'-0"
HELICOIDAL AREA OF PROPELLER PORT
HELICOIDAL AREA OF PROPELLER STBD.
PROJECTED AREA OF PROPELLER PORT
PROJECTED AREA OF PROPELLER STBD.
AREA OF RUDDER TOTAL 78 SQ. FT.
AREA OF RUDDER AFT OF AXIS 61 SQ. FT.
AREA OF RUDDER FORD. OF AXIS 17 SQ. FT.

NUMBER OF FRAMES 177
FRAME SPACING FROM F.P. 21"

HEIGHT ABOVE 9'-5½" W.L.
FREE BOARD AT STEM = 16'-11⅝"
FREE BOARD AT STERN = 7'-11¾"
FREEBOARD AT #89 = 11'-3¼"
BRIDGE AT ℄ FR. 40 22'-4²¹⁄₃₂"
CENTERLINE SEARCHLIGHT 44'-2"
SIGNAL YARD 61'-2"
FORE TOPMAST 73'-3"
TOP OF S.C. ANTENNA 80'-9"
TOP OF FIRST STACK 33'-3⁵⁄₁₆"

GUNS
LOCATION
FORD GUN 3"-50 CAL. Fr. #27 (MAIN DK.)
AMIDSHIP GUNS " " " Fr. #76 P & S. (GALLEY DK. HOUSE TOP)
AFT " " FR. #152 (TOP AFT DK. HOUSE)
2-20 MM A.A. GUNS FR. 67
1 " " " " " 114
2 " " " " " 144

### BOATS

| NO | NAME | DECK | FRS. | NO. MEN |
|---|---|---|---|---|
| 1 | 26' MOTOR WHALE BOAT | MAIN | 90-105 | 24 |
| 1 | 26' MOTOR WHALE BOAT (CANOPY) | MAIN | [illegible] | 20 |
| 4 | LIFE RAFTS | ABOVE MAIN | 57-63 | 100 |
| 4 | 14' WHERRY | MAIN | 113-119<br>114-120 | 100 |

## TURBINES

NO. SETS TYPE WESTINGHOUSE GEARED
R.P.M. AT 35 KNOTS, ESTIMATED 452
REDUCTION GEAR RATIO H.P. 6.48 TO 1
REDUCTION GEAR RATIO L.P. 6.48 TO 1
SHAFT H.P. ESTIMATED 27,000
DIA. OF ROTOR DRUMS MAX. OVER BLADES
MAIN H.P. 3 FT.-3"
LOW PRESSURE 4 FT.-6"

## BOILERS

TYPE "WHITE FORSTER"
NO. IN EACH COMPARTMENT B-101: 2, B-102: 1 3
DESIGNED WORKING PRESSURE (GAUGE) 265#
LENGTH OF COMBUSTION CHAMBER 9'-7"
WIDTH OF COMBUSTION CHAMBER 11'-2" MEAN
AREA OF COMBUSTION CHAMBER 72 SQ FT.
VOLUME OF COMBUSTION CHAMBER 1 BOILER 690 CU. FT. 4 BOILERS 2760 CU. FT.
NO. OF OIL BURNERS ON EACH BOILER 14
SMOKE STACK HEIGHT ABOVE BOTT. OF COMB CHAMBER #1 37 FT. 7¼" ABT.
SMOKE STACK HEIGHT ABOVE BOTT OF COMB CHAMBER #2-38 FT. 0¾" ABT.
SMOKE STACK HEIGHT ABOVE BOTT. OF COMB CHAMBER #3-38 FT. 8⅝" ABT.
AREA SMOKE PIPE SECTION (NET INNER) 20.29 SQ FT
NO. SMOKE PIPES ALL BOILERS 3
HEATING SURFACE EACH BOILER 6875 SQ FT

## STEERING ENGINE

MAKE HYDE WINDLASS CO.
CYLINDERS 2 CYLINDERS 6½" DIA.
STROKE OF PISTON 8"
WORKING STEAM PRESSURE 200#
STEAM SUPPLY PIPE DIA. 1½"
EXHAUST PIPE DIA. 2½"

## WINDLASS & ENGINE

| SIZE | TYPE | PRESS | MAKE |
|---|---|---|---|
| 5" x 4"<br>STEAM 1¼" DIA<br>EXHAUST 1½" DIA | VERTICAL DUPLEX | 200# | HYDE |

## POTABLE FRESHWATER TANKS

| COMP. NO. | DECK | SIDE | FRAME | CU. FT. | GALS | TONS |
|---|---|---|---|---|---|---|
| B-103 | HOLD | S | 55-66 | 522 | 3904 | 14.53 |
| B-104 | HOLD | P | 55-66 | 522 | 3904 | 14.53 |

## RESERVE FEED WATER TANKS

| COMP. NO | DECK | SIDE | FRAME | CU. FT. | GALS | TONS |
|---|---|---|---|---|---|---|
| C.101 | | C | 102 | | 6493 | 24.15 |

## TRIMMING TANKS

| COMP. NO | DECK | SIDE | FRAME | CU. FT. | GAL'S. | TONS |
|---|---|---|---|---|---|---|
| A-101 | HOLD | C | 1-5 | 187.5 | 1403 | 5.22 |
| A-102 | " " | C | 5-12 | 449.1 | 3360 | 12.50 |
| D-112 | " " | C | 164-177 | 316.5 | 2368 | 8.81 |

## FEED & FILTER TANKS

| COMP. NO | DECK | SIDE | FRAME | CU. FT. | GALS. | TONS |
|---|---|---|---|---|---|---|
| FEED | HOLD | P | 113-115 | 147.04 | 1100 | 4.1 |
| FILTER | HOLD | P | | | 225 | .1 |

## FUEL OIL (95% FULL)

| COMP. NO | DECK. | SIDE | FRAME | CU. FT. | GALS. | TONS |
|---|---|---|---|---|---|---|
| A-104 | HOLD | C | 15-22 | 829.5 | 6265 | 21.0 |
| A-105 | " | C | 22-26 | 581.2 | 4348 | 14.6 |
| A-106 | " | C | 26-29 | 583.8 | 3619 | 12.1 |
| A-107 | " | S | 29-34 | 436.5 | 3265 | 10.9 |
| A-108 | " | P | 29-34 | 436.1 | 3262 | 10.9 |
| A-109 | " | S | 34-41 | 678.4 | 5075 | 17.0 |
| A-110 | " | P | 34-41 | 678.0 | 5072 | 17.0 |
| A-115 | " | C | 49-54 | 458.0 | 4099 | 13.7 |
| A-116 | " | P | 49-54 | 279.9 | 2094 | 7.0 |
| A-117 | " | S | 49-54 | 276.5 | 2068 | 6.9 |
| A-208 | 2ND PLAT | C | 49-54 | 581.2 | 4348 | 14.6 |
| A-209 | " | P | " | 529. | 3957 | 13.3 |
| A-210 | " | S | " | 529. | 3957 | 13.3 |
| B-105 | HOLD | S | 66-77 | 593.4 | 4439 | 14.9 |
| B-106 | " | P | 66-77 | 593.4 | 4439 | 14.9 |
| B-107 | " | S | 77-88 | 716.3 | 5358 | 17.9 |
| B-108 | " | P | 77-88 | 716.3 | 5358 | 17.9 |
| B-109 D.O. | " | S | 88-99 | 736.6 | 5510 | 17.5 |
| B-110 | " | P | 88-99 | 736.6 | 5510 | 18.5 |
| D-101 | " | C | 131-137 | 805.1 | 5722 | 19.2 |
| D-102 | " | P | 131-137 | 674.3 | 4792 | 16.1 |
| D-103 | " | S | 131-137 | 674.3 | 4792 | 16.1 |
| D-201 | 2ND PLAT | C | 131-137 | 547.0 | 4092 | 13.7 |
| D-202 | " | P | " | 724.4 | 5419 | 18.1 |
| D-203 | " | S | " | 711.4 | 5321 | 17.7 |
| TANKS A-B COMPT. B-102 | HOLD | ℄ P&S | 90-98 | 2274.6 | 17014 | 57.0 |

## SEARCHLIGHTS

| SIZE | LOCATION |
|---|---|
| 1-24" | SEARCHLIGHT PLATFORM AT FRS 49-51 |

## BATTERY

| NO | NAME | DECK | SIDE | FR | ELEV | DEP | TRAIN |
|---|---|---|---|---|---|---|---|
| 1 | 3"-50 CAL. GUN | MAIN | C | 28 | 15° | 10° | [illegible] |
| 1 | " " " | AFT DK-HOUSE | C | 152 | 15° | 10° | [illegible] |
| 2 | " " " | GAL. DK. HSE | P&S | 76 | 15° | 10° | 10° TO 175° |

ANTI AIRCRAFT

| NO | CALIBER | DECK | FRAMES | SIDE |
|---|---|---|---|---|
| 2 | 20 MM. GUNS | AFT DK. HSE. | 144 | P&S |
| 1 | " " " " | MN. DK. AMD | 114 | C |
| 2 | " " " " | GAL. DK. HSE | 67 | P&S |

## SMALL ARMS

| CALIBER | DECK | FR | SIDE |
|---|---|---|---|
| 3-30 CAL. MACHINE GUNS | HOLD | 41-45 | P |
| 30 CAL RIFLES (28) | HOLD | 41-45 | P |
| 45 CAL PISTOLS (32) | HOLD | 41-45 | P |

## AMMUNITION STOWAGE

| COMP. NO. | DECK | SIDE | FRAME | NAME | BOXES | NO. PER BOX |
|---|---|---|---|---|---|---|
| A-112-M | HOLD | P | 41-46 | SMALL ARMS AMM. | | |
| A-112M | " | " | " " | | | |
| A-112M | " | " | " " | | | |
| A-112-M | " | " | " " | | | |
| A-112-M | " | " | " " | | | |
| A-112-M | " | " | " " | | | |
| A-112-M | " | " | " " | | | |
| A-112-M | " | " | " " | | | |
| A-112-M | " | " | " " | | | |
| D-108-M | " | . | 140-146 | 3" AMM. | | |
| A-111-M | " | P&S | 41-49 | " " | | |
| A-114-M | " | P | 45-49 | " " | | |
| D-110-M | HOLD | S | 140-146 | 20 MM. AMM. | | |

## COMPLEMENT AND BERTHING & MESSING

### OFFICERS

| | |
|---|---|
| COMMANDING OFFICER | 1 |
| WARDROOM | 8 |

### CHIEF PETTY OFFICERS

| | |
|---|---|
| CHIEF BOATSWAIN MATE | 1 |
| COXSWAINS | 3 |
| CHIEF GUNNERS MATE | 1 |
| " QUARTERMASTER (NAVIGATING) | 1 |
| " WATER TENDER | 1 |
| " RADIO MAN | 1 |
| " ELECTRICIAN'S MATE | 1 |
| " MACHINIST'S " | 3 |
| " PHARMACIST'S " | 1 |

### SEAMAN BRANCH

| | |
|---|---|
| BOATSWAIN MATE FIRST CLASS | 2 |
| " " " SECOND " | 1 |
| GUNNERS MATE FIRST CLASS | 1 |
| " " SECOND " | 2 |
| " " THIRD " | 4 |
| FIRE CONTROL MAN SECOND CLASS | 2 |
| " " " THIRD " | 2 |
| QUARTER MASTER FIRST CLASS | 1 |
| SIG MAN FIRST " | 1 |
| " " SECOND " | 1 |
| " " THIRD " | 3 |
| SEAMAN FIRST CLASS | 19 |
| " SECOND " | 12 |

### ARTIFICER BRANCH

| | |
|---|---|
| ELECTRICIAN'S MATE SECOND CLASS | 1 |
| " " THIRD " | 2 |
| RADIO MAN FIRST CLASS | 1 |
| " " SECOND " | 1 |
| " " THIRD " | 2 |
| CARPENTER'S MATE SECOND CLASS | 1 |
| SHIPFITTERS SECOND CLASS | 1 |
| " THIRD " | 1 |

### ARTIFICER BRANCH (ENG. ROOM)

| | |
|---|---|
| MACHINISTS MATES FIRST CLASS | 3 |
| " " SECOND " | 8 |
| WATERTENDERS FIRST CLASS | 2 |
| WATERTENDER SECOND " | 4 |
| FIREMAN FIRST CLASS | 10 |
| " SECOND " | 7 |
| " THIRD " | 2 |
| BOILER MAKER FIRST CLASS | 1 |

### SPECIAL BRANCH

| | |
|---|---|
| YEOMAN FIRST CLASS | 1 |
| " SECOND " | 1 |
| STORE KEEPER THIRD CLASS | 2 |

### COMMISSARY BRANCH

| | |
|---|---|
| SHIPS COOK SECOND CLASS | 1 |
| " " THIRD " | 3 |
| COMMISSARY STEWARD | 1 |

### MESSMEN BRANCH

| | |
|---|---|
| WARDROOM STEWARD | 1 |
| " COOK THIRD CLASS | 1 |
| MESS ATTENDANT FIRST CLASS | 2 |
| " " THIRD " | 1 |

### RECAPITULATION

| | |
|---|---|
| OFFICERS | 9 |
| SEAMAN BRANCH | 51 |
| ARTIFICER " | 10 |
| " " (ENGINE ROOM) | 37 |
| CHIEF PETTY OFFICERS | 13 |
| SPECIAL BRANCH | 4 |
| COMMISSARY BRANCH | 5 |
| MESSMAN BRANCH | 5 |
| TOTAL | 134 |

### NUMBER OF MESSES

| | |
|---|---|
| CREW | 4 |
| CHIEF PETTY OFFICERS | 1 |

### STATE ROOMS & BERTHS

| NAME | COMP. NO | NO. BERTHS |
|---|---|---|
| CAPTAINS STATE ROOM | A-313 | 1 |
| ENGR. OFF'S. " " | A-317 | 1 |
| OFFICERS " " | A-310 | 1 |
| " " " | A-311 | 1 |
| " " " | A-308 | 2 |
| " " " | A-309 | 2 |
| C.P.O. QUARTERS | A304 | 8 |
| CREW SPACE | D204 | 52 |
| " " | D205 | 24 |
| " " | A206 | 12 |
| " " | A207 | 33 |
| EMERGENCY CABIN | | |
| FLAG OFF. | A316 | 2 |
| RADIO ROOM | A402 | |
| SQUADRON COMDR'S STATEROOM | A-401 | 1 |
| SHIP'S OFF. | B-403 | 2 |
| WINDLASS RM. | A-303 | 6 |
| CREWS QTRS. | D-402 | 6 |

## LIST OF COMPARTMENTS

| COMP. | DECK | SIDE | FRAME | V. CU. FT. | ASSIGNMENT |
|---|---|---|---|---|---|
| A101 | HOLD | C | 1-5 | 187.6 | PEAK TANK SALT WATER |
| A102 | " | " | 5-12 | 449.2 | " " |
| A103 | " | " | 12-15 | 146 | STORES |
| A104 | " | " | 15-22 | 881.6 | FUEL OIL |
| A105 | " | " | 22-26 | 611.9 | " " |
| A106 | " | " | 26-29 | 509.2 | " " |
| A107 | " | S | 29-34 | 459.5 | " " |
| A108 | " | P | 29-34 | 459.5 | " " |
| A109 | " | S | 34-41 | 714.1 | " " |
| A110 | " | P | 34-41 | 713.7 | " " |
| A111-M | " | S | 41-49 | | 3" AMMUNITION |
| A112-M | " | P | 41-45 | | SMALL ARMS MAG |
| A113 | " | C | 47-49 | | |
| A114-M | " | P | 45-49 | | 3" AMMUNITION |
| A115 | " | C | 49-54 | 756.8 | FUEL OIL |
| A116 | " | P | 49-54 | 284.6 | " " |
| A117 | " | S | 49-54 | 291.0 | " " |
| B101 | " | C | 55-77 | | BOILER ROOM |
| B102 | " | C | 77-99 | | " " AND FUEL OIL |
| B103 | " | S | 55-66 | 521.9 | FRESH WATER & FUEL OIL |
| B104 | " | P | 55-66 | 521.9 | " " |
| B105 | " | S | 67-77 | 624.7 | FUEL OIL |
| B106 | " | P | 67-77 | 624.7 | " " |
| B107 | " | S | 77-88 | 754 | " " |
| B108 | " | P | 77-88 | 754. | " " |
| B109 | " | S | 88-99 | 775.3 | DIESEL OIL |
| B110 | " | P | 88-99 | 775.3 | FUEL OIL |
| C101 | " | C | 99-106 | | RESERVE FEED WATER |
| C102 | " | C | 99-115 | | MACHINERY SPACE |
| C103 | " | C | 115-131 | | " " |
| D101 | " | C | 131-137 | 805.2 | FUEL OIL |
| D102 | " | P | 131-137 | 674.3 | " " |
| D103 | " | S | 131-137 | 674.3 | " " |
| D104 | " | C | 137-140 | | HANDLING ROOM |
| D105 | " | S | 137-140 | | SHAFT ALLEY |
| D106 | " | P | 137-140 | | " " & LKR. |
| D107 | " | S | 140-142 | | DEPTH CHARGES |
| D-108M | " | P | 140-146 | | 3" AMMUNITION |
| D109 | " | S | 142-146 | | PROVISION STORES |
| D-110M | " | C | 146-152 | | 20 MM. AMM. |
| D111 | " | C | 152-164 | | STORES |
| D112 | " | C | 164-173 | 319.8 | PEAK TANK |
| A201 | 2ND PLAT. | C | 5-9 | | PAINT & OILS |
| A202 | " | C | 9-12 | | CHAIN LOCKER |
| A203 | " | P&S | 12-22 | | STORES |
| A204 | " | C | 22-26 | | STORES |
| A205 | " | S | 26-29 | | MEDICAL STORE RM & PASSAGE |
| A206 | " | C | 29-34 | | CREW QUARTERS |
| A207 | 2ND PLAT. | C | 34-49 | | CREW QUARTERS |
| A208 | " | C | 49-54 | 611.9 | FUEL OIL |
| A209 | " | S | 49-54 | 556.8 | " " |
| A210 | " | P | 49-54 | 556.8 | " " |
| D201 | " | C | 131-137 | 575.8 | " " |
| D202 | " | P | 131-137 | 762.5 | " " |
| D203 | " | S | 131-137 | 762.5 | " " |
| D204 | " | C | 137-152 | | CREW QUARTERS |
| D205 | " | C | 152-161 | | " |
| D206 | " | P | 161-164 | | STORES |
| D207 | " | C | 161-164 | | " |
| D208 | " | C | 164-176 | | STEERING GEAR |
| A301 | 1ST PLAT. | C | 0-5 | | LAMP ROOM |
| A302 | " " | C | 5-12 | | STORES |
| A303 | " " | C | 12-17 | | WINDLASS ROOM |
| A304 | " " | C | 17-26 | | C.P.O. QUARTERS |
| A305 | " " | P&S | 26-29 | | C.P.O.S W.C. & SHOWERS |
| A306 | " " | P | 29-31 | | W.R. W.C. |
| A307 | " " | S | 29-31 | | W.R. SHOWERS |
| A308 | " " | P | 31-35 | | W.R. STATE ROOM |
| A309 | " " | S | 31-35 | | " " " " |
| A310 | " " | P | 35-39 | | |
| A311 | " " | S | 35-39 | | " " " |
| A312 | " " | P&S | 39-45 | | " " MESS ROOM |
| A313 | " " | S | 45-51 | | CAPTAINS STATE ROOM |
| A314 | " " | P | 45-49 | | PANTRY |
| A315 | " " | C | 45-55 | | PASSAGE |
| A316 | " " | P | 49-55 | | FLAG OFFR'S. QTRS. |
| A317 | " " | S | 51-55 | | ENG. OFF. STATE ROOM |
| A401 | MAIN DK. | C | 40-46 | | SQUADRON COMDR'S STATE ROOM |
| A402 | " " | P | 44-52 | | RADIO ROOM |
| D401 | " " | C | 144-149 | | PASSAGE |
| D404 | " " | P | 149-158 | | CREWS WASH ROOM |
| D403 | " " | S | 148½-158 | | ~~CANTEEN~~ |
| B-401 | " " | P+S | 66-81 | | GALLEY & PASSAGE |
| A-118 | HOLD | P+S | 54-55 | 5805 | COFFERDAM |
| D-402 | MAIN DK. | P | 144-149 | | CLIPPING ROOM & EMERGY RADIO RM. |
| D-405 | " " | S | 152-158 | | CREW'S W.C. |

U.S.S. DMS 13
GENERAL INFORMATION

U.S.S. DMS 13

C+R No. 94859-A

H.D. #73342

NOTE:- DO NOT INSERT THIS SHEET IN BOOKLET AFTER PRINTING DESTROY

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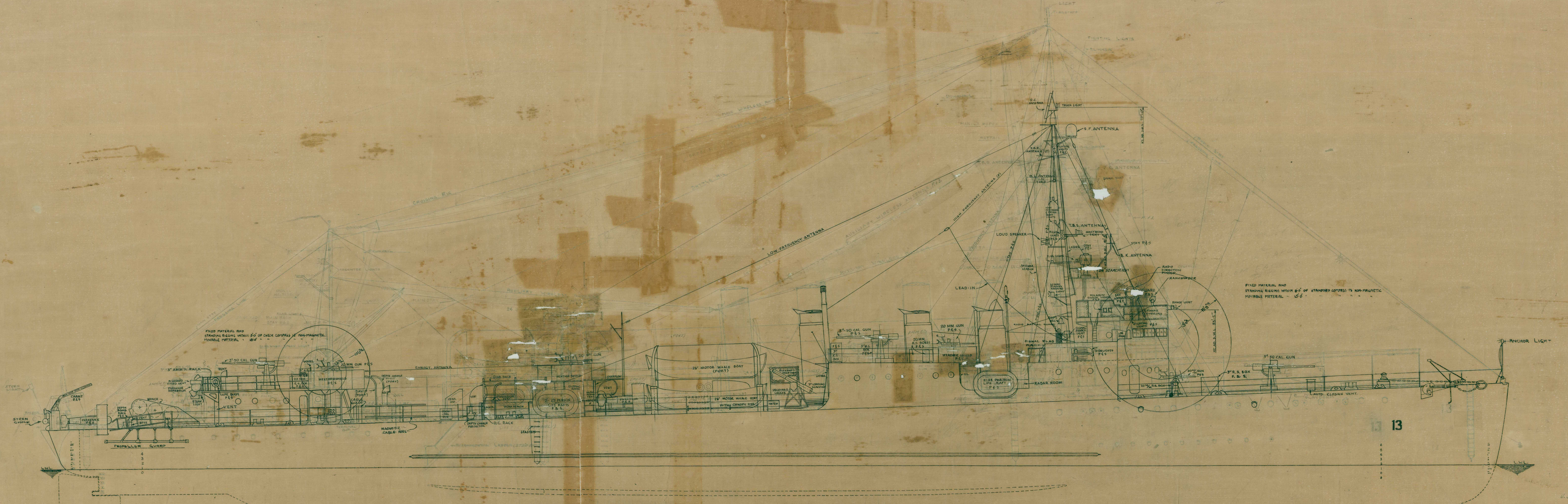

FIXED MATERIAL AND
STANDING RIGGING WITHIN 5'-0" OF CHECK COMPASS IS NON-MAGNETIC
MOVABLE MATERIAL " 10'-0" " " " " "

FIXED MATERIAL AND
STANDING RIGGING WITHIN 8'-0" OF STANDARD COMPASS IS NON-MAGNETIC
MOVABLE MATERIAL " 15'-0" " " " " "

FINISHED PLAN 42-B
BOOKLET PLAN 3

U.S.S. DMS 13
OUTBOARD PROFILE
SCALE 1/8" = 1 FOOT
0 5 10

U.S.S. DMS 15

C&R No. 94859-C

HD.-73312

17

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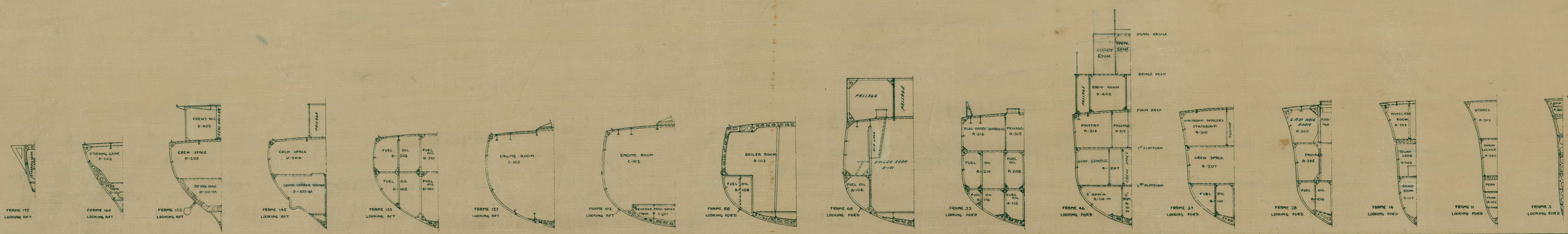

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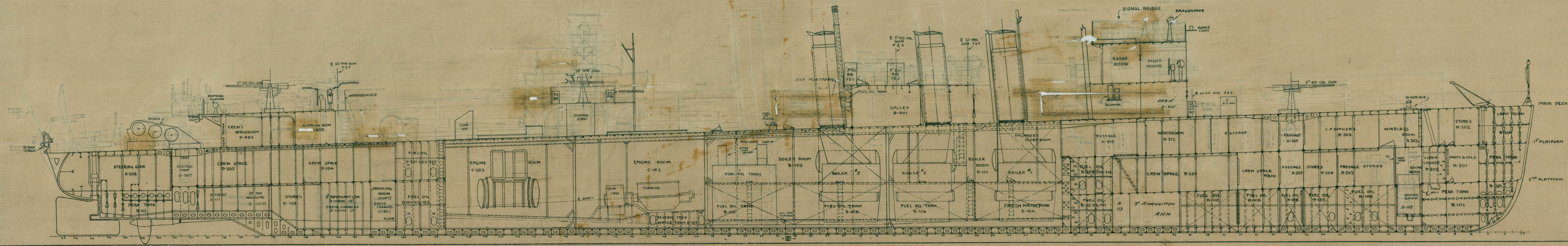
1 ABBREVIATIONS

| | |
|---|---|
| AMMN. | AMMUNITION |
| W.C. | WATERCLOSET |

**U.S.S. DMS 13**
CROSS SECTIONS
SCALE 1/8" = 1 FOOT



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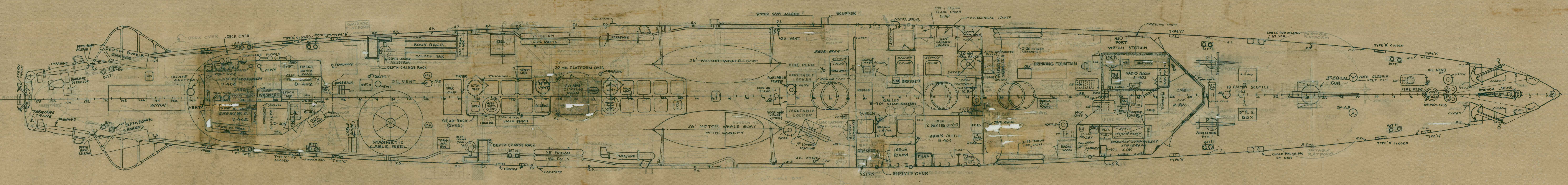
ABBREVIATIONS

| | |
|---|---|
| SIG. | SIGNAL |
| AMMN. | AMMUNITION |
| VENT. | VENTILATION |
| GALS. | GALLONS |
| W.C. | WATERCLOSET |
| W.R. | WARDROOM |

**U.S.S. DMS 13**
INBOARD PROFILE
SCALE 1/8" = 1 FOOT



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ABBREVIATIONS

| | |
|---|---|
| AMMN. | AMMUNITION |
| VENT. | VENTILATION |
| CHIFF. | CHIFFONIER |
| LAV. | LAVATORY |
| ALT. | ALTERNATE |
| AUX. | AUXILIARY |
| LKR. | LOCKER |
| N.S.T. | NONE SLIP TILE |
| GALS. | GALLON |
| DIA. | DIAMETER |
| CAL. | CALIBER |
| LIN. | LINOLEUM |
| B+P. | BARE + PAINTED |
| A.S. | AWNING STANCHION |
| W.C. | WATERCLOSET |
| W.R. | WARDROOM |
| F.P. | FIREPLUG |
| V.L. | VERTICAL LADDER |
| F.W. | FRESH WATER |
| DN. | DOWN |
| M.H. | MANHOLE |
| R.S. | RAIL STANCHION |

**U.S.S. DMS 13**
MAIN DECK
SCALE 1/8" = 1 FOOT

FINISHED PLAN No 42-B
BOOKLET PLAN " 4

U.S.S. DMS 13

C+R No. 94859-D

H.D.# 73312

4

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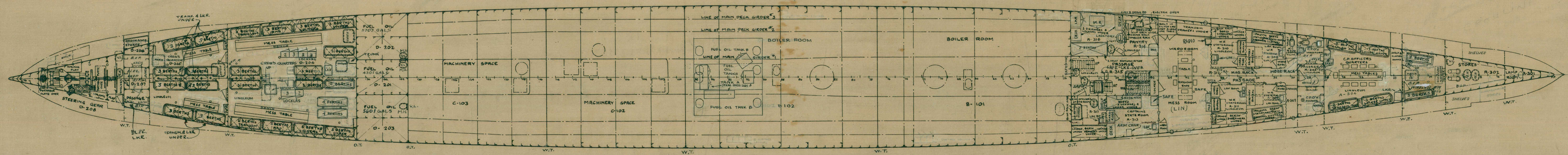
ABBREVIATIONS

| | |
|---|---|
| DN. | DOWN |
| LAV. | LAVATORY |
| W.C. | WATER CLOSET |
| W.R. | WARDROOM |
| M.H. | MANHOLE |
| V.L. | VERTICAL LADDER |
| LIN. | LINOLEUM |
| F.P. | FIREPLUG |
| ENG. | ENGINEER |
| B+P. | BARE + PAINTED |
| C.P.O.S | CHIEF PETTY OFFICERS |
| T.C. | TOILET CASE |
| LKRS | LOCKERS |
| W.T. | WATER TIGHT |
| O.T. | OIL TIGHT |
| GALS | GALLONS |



U.S.S. DMS 13
FIRST PLATFORM

SCALE 1/8" = 1 FOOT

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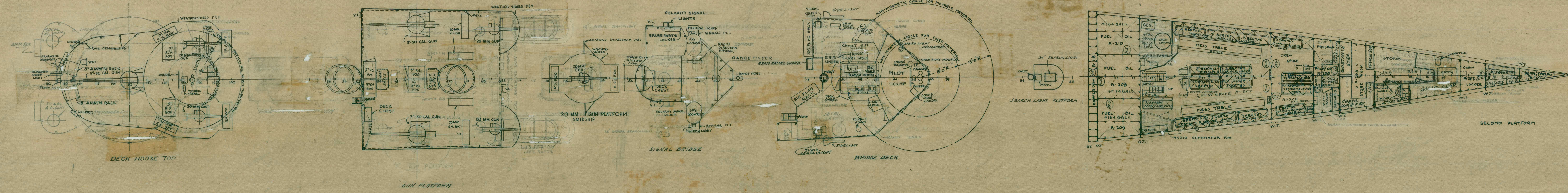
ABBREVIATIONS.

| | |
|---|---|
| M.H. | MANHOLE |
| V.L. | VERTICAL LADDER |
| B+P. | ~~BARE + PAINTED~~ |
| AMMN | AMMUNITION |
| GALS. | GALLONS |
| VENT. | VENTILATION |
| W.T. | WATER TIGHT |
| LKRS | LOCKERS |
| RM. | ROOM |
| LIN. | LINOLEUM |
| SIG. | SIGNAL |
| O.T. | OIL TIGHT |



U.S.S. DMS 13
SECOND PLATFORM, BRIDGE DECK,
SIGNAL BRIDGE, GUN PLATFORM
& DECK HOUSE TOP

SCALE 1/8" = 1 FOOT

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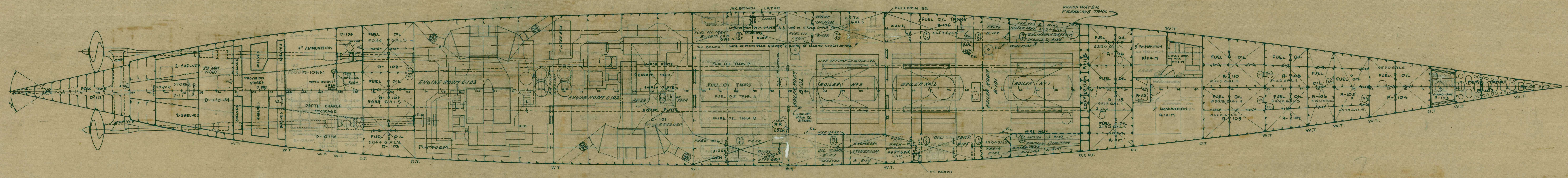
ABBREVATIONS

| | |
|---|---|
| W.T. | WATER TIGHT |
| B.H.D. | BULKHEAD |
| M.H. | MANHOLE |
| O.T. | OILTIGHT |
| GALS | GALLONS |
| V.L | VERTICAL LADDER |
| MAG | MAGAZINE |
| LKRS | LOCKERS |
| S.P.B.R. | SAMPLE POWDER BOTTLE RACK |
| AMM'N. | AMMUNITION |
| W.M. | WIREMESH |



FINISHED PLAN 42-8
BOOKLET PLAN 2

U.S.S. DMS 13
HOLD

SCALE 1/8" = 1 FOOT

U.S.S. DMS 13 C+R No. 94859-B

H.D. 73312

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